

**EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55**

**DECEMBER 2016**

**Meetings are the 2nd Saturday of each Month**

**EAA Chapter 55 Hangar; Mason Jewett Airport; 643 Aviation Drive, PO Box 443, Mason, MI 48854**

**→President: Pat Salow 517-565-3178 →Vice-President: Dave Courey 517-331-7097**

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**www.EAA55.org**



**PRESIDENT'S MESSAGE**

by Pat Salow ([president@eaa55.org](mailto:president@eaa55.org))

Following the November membership meeting many chapter members visited the B-25 Sandbar Mitchell project in Brighton. Patrick Mihalek is the curator of the museum, a young man with a dream and the passion to see his dream become a reality. It is Patrick's dream to return the B-25 to flying condition within 10 years in order that he can fly it around the country to pay tribute to veterans. The attention to detail is impressive. The museum is a non-profit organization 501(c)(3) allowing for all donations to be tax-deductible.

I recently received an email from Hillsdale College describing their offered on-line courses. One course in particular is entitled "The Power of the Free Market". In the article Dr. Burton W. Folsom uses the story of the first airplane to show the power of free market principles and the exceptional quality of American entrepreneurship. At the turn of the century the U.S. government felt it was important to invent the first airplane, hence it was decided to subsidize the project and select the best person to do so. Samuel Langley the head of the Smithsonian was to be that person. Dr. Langley designed an aircraft to be launched from a house boat anchored in the Potomac, both attempts failed. The New York Times wrote "It is so complicated; we won't see the invention of the airplane for one million years". Just nine days after Dr. Langley's second failed attempt the Wright Brothers made the historic first flight on December 17, 1903 at Kitty Hawk North Carolina.

The Wright Brothers invested \$2,000 of their own money without any government subsidy to give birth to powered flight.

Aviation took off from that first Wright Brothers flight. The first flight of the B-25 was just 37 years later on August 19, 1940. Boeing created 8,500 original drawings and 195,000 engineering man-hours to produce over 10,000 B-25 aircraft. I could go on and on but you all get the picture we have had the privilege to witness spectacular advances in aviation. God Bless America and our American ingenuity!

The December meeting is the annual awards meeting. I hope to see everyone attend.

**BOARD MEETING: 7:00pm: Wed; Dec. 7th**  
**MEMBERSHIP MEETING: 9:30am; Saturday;**  
**December 10th with Breakfast served from**  
**8:00am to 9:00am**

**BREAKFAST TEAMS:**

<u>December</u>	<u>January</u>
Stan Chubb	Errick Baker
Grant Dowell	Lloyd Brown
Cliff Hale	John Caron
Chuck Moore	Michael Rosencrans
Dick Riisberg	Judith Pierzynovski
Dan & Margaret Schiffer	Chris Salow
	Karen Salow
	Jim & Carol Sawyer



**November Chefs:** John Bidle, Dave Courey, Bruce VanFarowe, Connie Bobcik, John Vandermolen, and John Bobcik.

**DECEMBER PROGRAM:**  
Chapter awards presentations

**JANUARY, FEBRUARY, MARCH, MAY 2017:**  
**IDEAS WANTED**

**APRIL 2017 PROGRAM:**  
Mark Lynn; Metal Fabrication

**JUNE-JULY-AUGUST 2017:**  
Young Eagle Rally

**EAA 55 Chapter 55 Board of Directors Meeting  
November 9, 2016**

→ Meeting called to order at 7:00pm by President Pat Salow. → Present: Pat Salow, Al Spalding, Vickie Vandenbelt, Bob Clark, Margie Clark, Doug Koons, Warren Miller, Bill Purosky, Jim Spry, Jack Voss. Absent: Dave James. Guests: Julie Bauer, Ken Vandenbelt. → Secretary's report 10/5/16; motion by Margie Clark to accept minutes as published; supported by Bill Purosky; all approved. → Treasurer's report 10/31/16; motion by Jack Voss to accept treasurers report; supported by Doug Koons; all approved. → Vickie Vandenbelt made a motion to renew chapter membership in the Mason Area Chamber of Commerce for \$100 year; Margie Clark supported; all approved. → Nominating Committee; Jack Voss presented who he has on the ballot so far. → Programs; Road trip to B-25 Sandbar Mitchell for Saturday; awards in December; still need ideas and

Program Coordinator for 2017. → Spray Foam in Storage Hangar; Bob Clark used what we had; board advised to buy more and do more work sealing cracks. → Discussed insulating the furnace plenum; need member to volunteer to do this job? → 2017 EAA55 Calendars; first order of 50 has arrived; board decided to order an additional 25 to fulfill volunteer awards with some extras to sell at \$8.00 each. → Silent Auction of Chapter items; tabled for some time in 2017. → Discussed winter responsibilities for checking the building; space heaters; doors; etc. Vickie to send email to members to be sure bathroom & storage room doors are closed and latched. → Big Grill repairs/replace; Bill Purosky & Doug Koons still investigating. (Small grill was repaired and doing fine now.) → President Salow proposed Dave Courey be appointed Vice President to fill the vacant position; Jack Voss made a motion; supported by Doug Koons; all approved. → 2016 Christmas Party; reservations coming in; will need a volunteer to MC the White Elephant exchange; Margie Clark will handle the dessert cupcake order. → Newberry Aviation Scholarships; Pat Salow will email information and application forms to Phil Tartalone (EMU) and Mark Bathurst (LCC) advising we are accepting applicants. Requesting that application be submitted for consideration by 12/20/16. Board will discuss scholarship amounts to be awarded when scholarship awards are decided. → Scholarship Committee; Al Spalding, Doug Koons, Jack Voss volunteered. → 2016 Member of the Year; discussed and will request member input at Saturday meeting. → Julie Liberti of Capital Area Career Center sent advice that the students in the Aviation Academy collected donations for a RC airplane project. The students agreed that any leftover monies would be donated to an aviation organization. Because so many of students received their Young Eagle Flight from Chapter 55, the students sent EAA55 a donation in the amount of \$252.73 which will be used for future YE needs. → Vickie Vandenbelt made a motion that EAA55 increase our order for YE Pilot Wings from 500 to 1000 at a cost of not more than \$800; Margie Clark supported; all approved. → CACC Aviation Academy is seeking mentors/coaches to prepare students for a competition in April; looking for members willing/interested to participate. → Building Hangar/Storage Hangar door keys; Pat Salow will handle assignments. → 2016 Young Eagle of the Year; Margie Clark has candidate and will plan to introduce at January meeting. → Vickie Vandenbelt advised that our flags are

starting to fray and would like to investigate replacement; Julie Bauer advised she may have one to donate. Will decide what we need to purchase after we measure donated flag. →Pat Salow made a motion to adjourn; Doug Koons supported; meeting adjourned at 8:04pm. →Respectfully submitted, Vickie Vandenbelt, Secretary.

## EAA Chapter 55 Membership Meeting November 12, 2016

→Meeting was called to order at 9:30am by President Salow with approximately 45 members and 5 guests present. →Following the National Anthem, the breakfast team was thanked and December team announced. →Introduction of new members and/or visitors followed. →Secretarys Report 10/8/16; motion to approve; supported; all approved. →Treasurers Report 10/31/16; motion to approve; supported; all approved. →President Salow announced the appointment of Dave Courey as Vice President; Dave Courey offered a huge "Thank You" to all our Veteran members. →Election of Directors; the slate of nine candidates was announced and nominations were solicited from the floor. Having no further nominations, Bill Purosky moved to accept the slate of posted candidates by a show of hands; all approved and directors Mark Bathurst, John Bobcik, Bob Clark, Margie Clark, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt and Jack Voss were elected to serve for a period of two years starting December 10, 2016. →Program Coordinator; still needed along with suggestions for the 2017 year. →2017 EAA55 Chapter calendars are in and extras will be available for purchase at the December meeting; \$8.00 each. →Winter Mode for our Hangar - Keep Bathroom & Storage Room Doors CLOSED and LATCHED. →Member of the Year; nominations now being accepted; suggestions can be given to any board member. →Capital Area Career Center Aviation Academy is seeking mentors/coaches to prepare students for a competition in April; looking for members willing/interested to participate; advise Pat Salow if you are interested. →CACC Aviation Academy students have made a donation to EAA55 Young Eagles program. →Christmas Party; hope you are planning to come; Al Spalding taking reservations and payments. →Membership; 2017 dues being accepted. →TEW User Registration update information will soon be coming from CRAA; anticipated gate code change on 1/5/17. →Wayne Sieloff has accepted the position of CEO/President of

CRAA starting 12/5/16. Plans are to have a tenant meeting to introduce Mr. Sieloff after the holidays. →Rose Long donated some materials from former member Gary Long. →Meeting adjourned at 9:50am. →Program was a road trip to visit the B-25 Sandbar Mitchell project at Brighton airport. →Respectfully submitted, Vickie Vandenbelt, Secretary



### NEWS OF OUR MEMBERS

by Vickie Vandenbelt ([vickie@eaa55.org](mailto:vickie@eaa55.org))

**THOUGHTS & PRAYERS:** for Jim Spry for a speedy recovery from surgery.

**THOUGHTS & PRAYERS:** for Marilyn Bezdek for a speedy recuperation from pancreatic surgery.

**FROM GARY NICOLA:** This flyboard video was sent to me by a friend. Afterward, I found several others including one where he set a world record for distance traveled of 7,388 ft. The board has four small turbojet engines (used in RC model aircraft) for lift and two smaller ones on the side for stabilization. The backpack is full of fuel (not flotation). There is a remote to control the vertical thrust. The control of the craft is through shifting one's balance (along with a computer to aid in stabilization). This 5 minute video is from an event in Naples, FL.  
<http://www.flixy.com/the-incredible-flyboard-air.htm>

**FROM RON PEARCE:** Budapest Airshow; Flying Bulls. "By the late 1990s, there was no longer enough space for the rapidly expanding Flying Bulls fleet, originally based at Innsbruck Airport. This sowed the seed of a plan to erect a hangar at Salzburg Airport. The time had also arrived when the heretofore loose association of pilots and mechanics needed to be brought under a common roof, which led to the "Flying Bulls" being founded in 1999. Since then the "Flying Bulls" technically and visually perfect aircraft have become popular participants at air shows and an attraction at any type of aviation event. The globally admired and unique collection includes rarities such as the Lockheed P-38 Lightning, a North American B-25J Mitchell, a Chance Vought F4U-4 Corsair and a DC-6. The helicopter fleet is no less impressive; the "Flying Bulls" ranks include two BO-105s, the world's only civil helicopter licensed for aerobatics, plus

helicopters such as the Bell Cobra, which can claim a glamorous past.” Great views of a beautiful city.

[https://www.youtube.com/embed/0px9HFIVYjY?feature=player\\_embedded](https://www.youtube.com/embed/0px9HFIVYjY?feature=player_embedded)

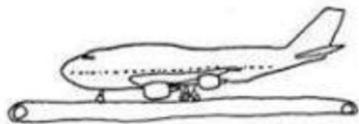
**FROM A FRIEND:** A great collection of DeHavilland Beaver pictures set to the music of the "Beaver Song" performed by the Fretless Bar Girls. Pictures from Alaska, Washington, British Columbia, and a few from New Hampshire.

[https://www.youtube.com/embed/3w\\_v0k57KhE](https://www.youtube.com/embed/3w_v0k57KhE)

**FROM DAN SCHIFFER:** A very controversial topic on a facebook aviation group.

**Imagine a 747 is sitting on a conveyor belt, as wide and long as a runway. The conveyor belt is designed to exactly match the speed of the wheels, moving in the opposite direction.**

**Can the plane take off?**



**YOUNG EAGLES**  
by Margie Clark  
([margie@eaa55.org](mailto:margie@eaa55.org))

Just the time to again say a big heartfelt thank you to everyone that helped with our Young Eagle Rallies this year. Without each of you and your participation with the program things wouldn't get accomplished as well as they do.

Happy Holidays to you all and hope to see everyone back next summer along with some new faces as well!



**ADULT EAGLES**  
by Greg Rheeder ([greg@eaa55.org](mailto:greg@eaa55.org))

Merry Christmas to all at E.A.A. 55. Here's to hoping you get plenty of airplane stuff in you stockings this year.

As the year comes to an end I would like to thank all of our members that have sent me names and contact information for the Adult Eagles program. Keep the contacts coming and I'll keep checking them out. Merry Christmas and Happy New year.



**NOTES FROM CAPE JUBY**  
by Terry L. Lutz  
([terry.lutz@attglobal.net](mailto:terry.lutz@attglobal.net))

For the past several years, aviation insurance executive Bill Fanning has hosted an evening with Bob Hoover at AirVenture. Bill's description of Bob Hoover's life is simply this: "The greatest example of being the greatest example." When people such as Bob pass through our lives, we are changed forever. Aviation itself has changed, through the leadership of many who have embraced the same concept. It's up to all of us to continue in that spirit, and strive for excellence in all that we do.

As many of you are aware, I attended the Celebration of Life for Bob Hoover, which was held November 18<sup>th</sup> at the Van Nuys Airport in Southern California. If you have see the video "One-Six Right", you know the airport. I stayed at the AirTel Hotel right on the airport, and right next to the runway. Even though I arrived after the sun went down, I know I was near the runway because at 3:30 am, some guy with a noisy jet decided to do some high power engine runs, then had the audacity to takeoff. It wakes you up, that's for sure!

The event itself was hosted by Clay Lacy Aviation, and planned by Sean D. Tucker, air show announcer Danny Clisham, and film producer Kim Furst, who produced the video "Flying the Feathered Edge". The event was held in a huge new hangar that featured Clay Lacy's purple P-51 in an atrium near the entrance. I was asked to be one of the 17 speakers who gave their perspective on Bob and how he had affected our lives. There was a lot to say, and we only had 2 minutes to say it! The final speaker was the son of astronaut Neil Armstrong, who read the poem "High Flight".

It was fitting that a lot of airshow performers were there, and even more fitting that the aircraft in the fly-bys were from the history of Bob's life. In the first pass was a T-39 (Sabreliner), flanked by two Thunderbird F-16s, and a Snowbird Canadair Tutor in

the slot. The second pass was a heritage flight composed of a front-line F-22 flanked by two F-86 fighters. The third pass was the most significant, featuring a 4-ship with a P-40, a Grumman F6F Hellcat, Bob's yellow P-51 "Old Yeller", and a Spitfire. At show center, Old Yeller pulled up as the missing man, and flew west into the sun. It was fitting send off to a man and a life we will long remember.

I returned from the left coast and spent some more time trying to get the Luscombe Silvaire Bullet flying again. Imagine flying along enjoying the scenery and the warm skies of early November when you notice that oil is dripping on your pants! Oil is supposed to stay in the engine! In this case, it was leaking past the oil seal on the tachometer drive shaft. I tried 3 different oil seals and ever reversed the orientation of the oil seal, and nothing helped. Turns out that the shaft from the main oil pump gear had a groove worn in it that prevented the oil seal from doing it's job.

So after 5.5 hours of the flight time, the engine came off, the rear case and oil tank were removed, and a new main oil pump gear installed. This is a ton of work, and it takes a ton of time! The Luscombe is a pretty simple airplane. Image trying to do something like that on a Bonanza or Cessna 182. It makes you really appreciate the training and skill of the professional aircraft technician. Now that it's buttoned up again, I've flown 1.3 hours so far, and lucky for my pants, the back of the engine is dry (fingers are still crossed!!).

At the annual symposium of the Society of Experimental Test Pilots in Anaheim last September, I had a nice chat with Eileen Bjorkman about writing styles and in particular about writing books. She had just finished writing a book titled "The Propeller Under the Bed". Eileen graduated from the Test Pilot school at Edwards AFB as a flight test engineer, and is now retired from active duty. She is an active private pilot and aircraft owner. But her book is not really about her life, it's about the life of her father, Arnold Ebnetter.

If you have kept up with Sport Aviation magazine over the last few years, you will remember Arnold Ebnetter as the 82-years young man who flew his original design Ebnetter E-1 from Everett, Washington to Fredericksburg, Virginia in 18 hours, 15 minutes. In doing so, he set a new FAI Class C-

1A distance record. The flight was flown on July 25<sup>th</sup>, 2010, and Eileen authored an article about it in the February 2016 issue of Air & Space magazine. The article is a brief look at the book, which will be published shortly.

I was fortunate enough to read a pre-publication copy of the book, and found it to be a well-written history not only of her father's life from the eyes of his daughter, but an exceptionally accurate history of the homebuilt movement in the U.S., including the significant people and aircraft that have given us the homebuilt environment we enjoy today. If you enjoyed the movie "Forrest Gump", you will enjoy the book "The Propeller Under the Bed". Just like the movie resonated with certain parts of our own lives, the book does resonates with what we remember about how aviation has grown up. It is an enjoyable read, so put it on your book list for next year.

One of my sources for weather information are NOAA weather radio broadcasts for our area. They are broadcast from Grand Rapids and from Saginaw, but you need a specific radio to receive them. The one I use is an old Weather Cube from Radio Shack. I'm not sure at this point which one will last longer, the Weather Cube or Radio Shack stores. But the interesting thing about my Weather Cube is the power source.



Normally, the radio takes one of those square-ish 9V batteries. Some time ago, I got tired of changing the battery. Then I had to change the ELT battery in the Luscombe, and noticed that the ELT battery was 9V. Hmm. So I modified things a bit so the ELT

battery could be used on the Weather Cube. Now, the really interesting thing is that those ELT batteries have a date on them. The one taped to the side my Weather Cube is marked "replace by July 1997", and it has been working just fine for the last 19 years!

Winter is approaching, and along with cold weather, wind and snow, will be the difficulties of operating aircraft in winter. The challenges are many, and the first thing you'll notice is that the cockpit gets smaller when you're wearing heavy clothes. Keep your eyes and ears open when you're at the airport, and lend a hand to your fellow pilot so that winter ops can be safe and enjoyable.

**THE EAA MISSION:** To grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation.



**TIDBITS**  
by Vickie Vandenbelt ([vickie@eaa55.org](mailto:vickie@eaa55.org))

**BOARD OF DIRECTORS:** Elections were held at our November meeting. Please welcome Mark Bathurst, John Bobcik and Ken Vandenbelt to the Board, as well as returning directors Bob Clark, Margie Clark, Doug Koons, Warren Miller, Bill Purosky and Jack Voss. We also welcome Dave Courey as our newly appointed Vice President filling the vacancy as Pat Salow assumed the office of President. Many thanks to departing directors Dave James and Jim Spry for their years of service to our Chapter. Attached is an updated list of 2017 chapter leadership contact information.

**EAA CHAPTER 55 CALENDARS:** We will be presenting Chapter Volunteer Awards at our December meeting. Extra calendars will be available for purchase at the low price of \$8.00 each while supplies last.

**BATHROOM/STORAGE ROOM DOORS:** The chapter meeting room is now in "Winter Mode". The electric heater is on in the bathroom and it should remain set at 50-55 degrees. The bathroom door AND the supply room door must remain CLOSED and LATCHED at all times.

**SNACK SALES:** a big "THANK YOU" to all our members who partake. While our mark up is very small, your purchases do support our chapter. Payment is on the honorary system. Sales of pop, water, chips, cookies, candy bars and Klondike Bars continue even in the winter - so stop in when you feel the need to quench your thirst or satisfy your sweet tooth.

**FREE STUFF:** The chapter periodically receives donations of magazines, books and other materials from members and friends. These donations are left in the meeting room for members to browse through. Anything left after a couple of meetings is packed away for distribution to the public at our YE Rallies and other events.

**LOST & FOUND:** We have a box on the window sill with items left at the chapter in the past year and at our events. We keep these available for people to check through until the spring. At which time, any items unclaimed are donated to the St. James Catholic Church Rummage Sale.

#### **NEWBERRY AVIATION SCHOLARSHIP**

**FUND:** This EAA55 scholarship fund was created to provide monies to students in aviation programs. In the past decade, monies have been awarded to students in WMU Flight Training; EMU Flight Training; EMU Aviation Management; and LCC Aviation Technology programs. Scholarship awards are determined by our Chapter 55 scholarship committees' review of applications submitted. As you study your end-of-the-year charitable giving options, please consider putting the Newberry Aviation Scholarship Fund on your list. Vickie Vandenbelt can provide you with the information to submit your donation directly to this 501(c)(3) EMU Foundation fund.

#### **2017 MEMBERSHIP RENEWAL DUES:**

Payments are now being accepted. Prompt payment assures your delivery of the EAA55 monthly newsletter; notification of any EAA55 or airport news; notification of any door or gate code changes; etc. etc.

**EAA55 MEMBERSHIP LISTING:** When submitting your renewal dues, it is helpful to use the renewal application form. This ensures your listing in the Chapter 55 Membership Roster at [www.eaa55.org](http://www.eaa55.org) is accurate. Up to date information

means you, or someone trying to reach you, has access to the correct information.

## **AOPA AIR SAFETY INSTITUTE, UND STUDY STABILIZED APPROACH**

November 17, 2016 By Joe Kildea

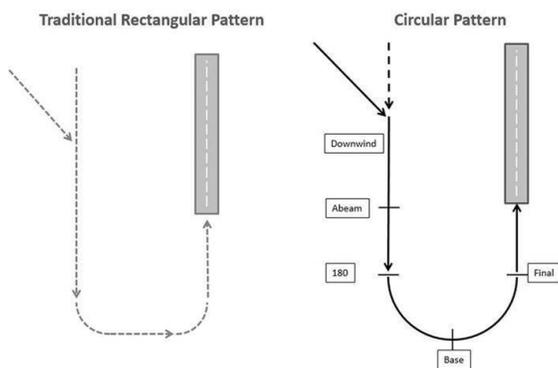
On the heels of the NTSB's Nov. 14 release of its "[Most Wanted](#)" [list of transportation safety improvements](#) that included general aviation loss of control, the University of North Dakota, in partnership with the AOPA Air Safety Institute, announced that it is studying the use of a continuous turning approach or "circular pattern" as an alternative to the traditional "box" or rectangular traffic pattern.

Comparison between traditional rectangular pattern and circular pattern. Graphic courtesy of AOPA Air Safety Institute.

Reduction of in-flight loss-of-control accidents continues to be identified by the NTSB as a most-wanted safety improvement. Working with senior NTSB officials at a recent loss-of-control panel, the idea was formed that UND and AOPA team up to explore how simple procedural and training methodology changes in the landing pattern might improve safety and reduce loss-of-control accidents.

Complete Article: [https://www.aopa.org/News-and-Media/All-News/2016/November/17/AOPA-Air-Safety-Institute-UND-study-stabilized-approach?utm\\_source=ePilot&utm\\_medium=Content&utm\\_content=tts&utm\\_campaign=161117epilot#](https://www.aopa.org/News-and-Media/All-News/2016/November/17/AOPA-Air-Safety-Institute-UND-study-stabilized-approach?utm_source=ePilot&utm_medium=Content&utm_content=tts&utm_campaign=161117epilot#)

Comparison between traditional rectangular pattern and circular pattern. Graphic courtesy of AOPA Air Safety Institute:



Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister ([zirconmoon@hotmail.com](mailto:zirconmoon@hotmail.com))  
Deadline: 1st of each month.



### **EDITORS PROLIX**

**By Deanna McAlister**

[\(@zirconmoon@hotmail.com\)](mailto:zirconmoon@hotmail.com)

Winter flying it some of the best...once your past the preflight. Don't forget to carry hat gloves scarf even a blanket in the plane. It's the kind of stuff you don't want to wish you had. Have a very Merry Christmas and Happy New Year.

### **LCC - MASON JEWETT CAMPUS**

By Mark Bathurst

LCC operates on a semester basis, and the Fall 2016 semester is rapidly coming to a close. The LCC Aviation Maintenance Technology program requires six semesters of study, and our students are in class five days a week for at least six hours a day for the entire two years required to complete the program. Our first year students are in their initial semester, and their courses are focused on basic aviation subjects. Material covered includes aviation math and physics, aerodynamics, theory of flight, aircraft structural design, FARs and maintenance forms, drawings and blueprints, aircraft ground handling, aircraft application of basic electricity including AC and DC, and finally aviation hardware and materials which includes nondestructive testing, corrosion control, fabrication and installation of fluid lines, and precision measurements.

The second year students are in their fourth semester, and have focused on reciprocating engines (teardown and rebuild), flight controls, sheet metal repairs, composite and fiberglass repairs, communication and navigation radios, transponder and pressure instrument repairs, and FARs as relate to A&P licensure requirements and privileges of the A&P license once awarded by the FAA. Upon completion of this semester, the second year students have satisfied the requirements to appear before a FAA Designated Maintenance Examiner for the General and Airframe portion of the A&P license. Upon

completion of the remaining two semesters, they will be ready to test for the Powerplant portion of the A&P license.

As always, feel free to stop by and tour our facility. We'd be glad to show you around.

BE SURE TO LIKE "EAA CHAPTER 55" ON FACEBOOK !!

## CHAPTER 55 CLASSIFIEDS

**HANGAR FOR RENT:** EAA55 Builders Hangar; \$115 month plus gas. EAA55 Storage Hanger; \$70 month; Pat Salow; 517-565-3178

**WANTED:** gently used boat cushions for "booster seats" for Young Eagles; Margie Clark; 517-853-1418

## FOR SALE:

1/8" 3-ply Mahogany w/Popular cross-plyies, MIL P6070, \$15 ea; 1/4" 5-ply Birch faces w/Popular inner plyies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; Grey Airtex upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Hand Mic, Telex 100TRA, \$50; David Clark H10-20 headset, \$150. Prices negotiable. Gary Nicola; [glnicola@att.net](mailto:glnicola@att.net) or 517-898-6387.

Small Index brand vertical mill; \$400; **Jeff Shaud**  
**517-712-6482**

ASA CX2 Flight Computer; works great; \$65.00;  
Greg Rheeder 517-315-3247

Honey; various sizes; Gordon Hempstone 517-515-1454

Contact Deanna or Vickie to place your ad here!

## POCKET CALENDAR:

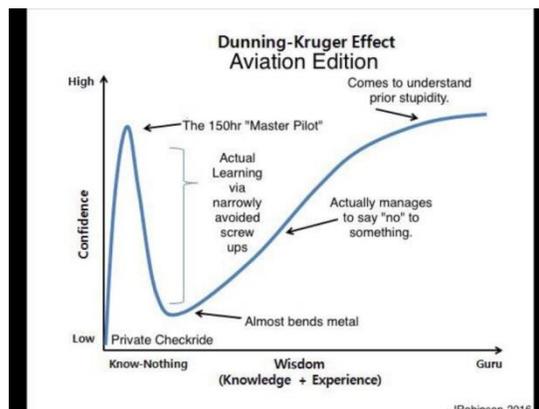
Dec 11 = EAA55 Christmas Party

## WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>

<http://www.fly-ins.com/>

<http://www.michigan.gov/aero/>



**WINGTIPS** is published monthly by *EAA Chapter 55 of Mason, Michigan*, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

**DEADLINE FOR SUBMISSIONS** is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Deanna McAlister, Newsletter Editor.

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